

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: CE-1463

Name: MDZ13 over Bag Elk Creek / #7052

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D	Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

2015

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DESCRIPTION

Describe the Setting:

Located near the border between Maryland's Piedmont and Coastal Plain physiographic regions, Bridge 7052 carries MD 213 over Big Elk Creek in the Town of Elkton. Commercial businesses are located on both sides of this section of Maryland Route 213. Big Elk Creek meanders through Elkton, eventually draining into the Elk River. This portion of Route 213 runs in a generally north-south direction. The bridge is located just south of Main Street.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge 7052 is a three-span, concrete beam bridge which supports one travel lane southbound, one travel lane northbound, and one right turn lane from northbound Maryland Route 213 to turn onto Howard Street. Two of the spans are 40'-0" long; the other span measures 41'-0". The bridge consists of two abutments and two solid shaft piers supported on timber pilings. The piers, abutments and wing walls are built of horizontally-grooved concrete. Open balustrade-style parapets have approach guardrails attached to them.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nine percent (10) of that total were triple-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

According to inspection reports, the parapets may not be original. Engineering District 2 requested this structure be replaced due to the deteriorated condition of the bridge's piers and superstructure. The bridge was placed on the State Highway Administration's Special Projects list in fiscal year 1991 for total replacement. Although the bridge was added to SHA's priority list for repairs as of May 1996, replacement had not been scheduled.

HISTORY

When Built: 1932

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission; contract # Ce 112

Who Designed: Unknown; designed to standard state specifications

Why Altered: A search of inspection reports and drawings at the State Highway Administration has not revealed any recorded repairs.

Was this bridge built as part of an organized bridge building campaign?: No

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Road improvements in Cecil County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Bridge 7052 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located in an area eligible for historic designation.

Is the bridge a significant example of its type?

This bridge could possibly be a significant example of its type. Although it is one of several concrete beam bridges built on Maryland's state and county highways during this same time period and is not particularly exceptional, its lack of significant alterations or additions renders it worthy of further study. In addition, it may prove to be a relatively long bridge built according to state specifications.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of its character-defining elements unless it is subsequently determined that the parapets have been replaced. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. No significant alterations to the character-defining elements of this bridge have been recorded, although the parapets may have been replaced with parapets similar to the original ones.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this structure is not a significant example of the work of the State Roads Commission. It is one of several similar concrete beam bridges built to standard specifications on Maryland's state and county highways.

Should this bridge be given further study before significance analysis is made, and why?

Yes, this structure should be given further study. Locally, Bridge 7052 is a relatively long bridge built according to state specifications. It should be compared with other local bridges built to state specifications.

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

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State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map ELKTON SOUTH, B-16
County CECIL
Bridge # and Name 7052 MD 213
OVER BIG ELK CREEK

CE-1463





CE-1463
CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO 705Z

LOOKING NORTH

1 OF 4



CE-1463

CECIL COUNTY, MD

MATT HORLEY

FEB 17 1995

~~MARYLAND SHPO~~ SMA

BRIDGE NO. 7052

LOOKING SOUTH

2 OF 4



CE-1463

CECIL COUNTY, MD

MATT HURLEY

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~~MARYLAND SHPO~~ SITE

BRIDGE NO 7052

LOOKING DOWNSTREAM

3 OF 4



CE-1463

Cecil County, MD

Matt Hurley

FEB 17 1995

MARYLAND SHPO SHA

BRIDGE NO 7052

LOOKING UPSTREAM

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